

United States Department of the Interior
National Park Service

121-4220-0011

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Asylum Bridgeother names/site number Same

2. Location

street & number 1st Street, 2 blocks north☐ not for publicationcity, town Osawatomie☒ vicinitystate Kansascode KScounty Miamicode 41zip code 66064

3. Classification

Ownership of Property

- ☐ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property

- ☐ building(s)
☐ district
☐ site
☒ structure
☐ object

Number of Resources within Property

Contributing

Noncontributing

<u>1</u>	<u>1</u>
<u>1</u>	<u>1</u>
<u>1</u>	<u>1</u>
<u>1</u>	<u>1</u>
<u>1</u>	<u>1</u>

Name of related multiple property listing:

Metal truss bridges in KansasNumber of contributing resources previously
listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this
☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official

Date

Nov. 16, 1989

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- ☐ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National
Register. ☐ See continuation sheet.
☐ determined not eligible for the
National Register.
☐ removed from the National Register.
☐ other, (explain:)

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation: Road Related (Vehicular) Bridge

Current Functions (enter categories from instructions)

Transportation: Road Related (Vehicular) Bridge

7. Description

Architectural Classification

(enter categories from instructions)

Other: Reverse Parker Through Truss

Materials (enter categories from instructions)

foundation

walls

roof

other

Metal: Wrought Iron or Steel

Describe present and historic physical appearance.

The Asylum bridge, erected in 1905, is a pin connected reverse Parker truss. The single span is 219 feet long and 16.5 feet wide. The wooden deck rises 21 feet above the stream bed.

The members of a truss bridge are designated either as chord members or web members. Chord members are those mainly defining the outlines of the structure and they are termed lower or upper chord members depending on whether they are found at the bottom or the top of the structure. Members between the chords are web members. They are called posts or ties if they sustain compression or tension respectively. In the case of the Asylum bridge the web members are alternately vertical and inclined. The inclined members are in tension and the verticals in compression.

The inclined end posts and top chord of the Asylum bridge are fabricated from sections of channel iron, tied together by single bar lacing. The hip verticals and posts are fabricated from angle stock and single bar lacing. Main diagonals are fabricated from channel stock, and flat bar "ladder" type lacing with a cover plate. The portal bracing is fabricated from angle stock and single bar lacing. A large plaque listing the names of the county commissioners adorns each entry portal. Individual components are fabricated of stock angles and straps by being rivited together. The main members of the bridge, however, are connected at panel points by the use of a pin.

For the purpose of this nomination the bridge is being considered a reverse Parker. The bridge is restricted to pedestrian traffic and the railings have been damaged by impacts. Its lighting fixtures have also been removed. In spite of this it retains a high degree of its structural integrity.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☒ statewide ☐ locally

Applicable National Register Criteria ☐ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

Engineering

Transportation

Period of Significance

1905

1905

Significant Dates

1905

1905

Cultural Affiliation

n/a

Significant Person

n/a

Architect/Builder

Kansas City Bridge Company

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The great evolution of truss bridge construction began in the United States soon after the publication of Squire Whipple's historic work on stresses in 1840. Prior to this the design work was essentially that of trial and error, experience and judgement. The Warren and Pratt trusses were rational designs and lent themselves readily to the system of analysis postulated by Whipple. They were, therefore, readily and rapidly accepted and formed the foundation for a greater part of American truss design. The Parker truss with its polygonal top chord is a variant of the Pratt truss. This arched top chord made for a stronger bridge while using the same amount of material.

Although the Asylum bridge is being classified as a Parker it obviously shows some differences. The top chord curves downward rather than upward and the towers at each abutment give it a cantilevered appearance. This design is unique to Kansas and a study of bridge inventories from other states has not revealed any similar example. It is being proposed as unique not only to Kansas but to the United States. As the only such example it is worthy of listing.

The bridge is also important to the history of the state in that it is a physical remnant of a period in the state's history when the erection of such a structure had significant economic importance to a community. The existing tensions simmering in the locality could be brought to a boil by actual and perceived political maneuvering attendant to all such major construction.

The Kansas Department of Transportation (KDOT) carried out a statewide inventory of historic bridges between 1980 and 1983. The bridges to be included were identified through computer printouts developed by KDOT, from information supplied by the counties (since almost all of the historic bridges were located on secondary rather than the primary road system), and by direct observation by field personnel. All bridges were inspected by

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KDOT personnel to verify the data on file. That information was jointly evaluated by representatives of KDOT, Kansas State Historical Society, and the State Historic Preservation Officer.

Each structure was evaluated using a points rating system adapted from the points evaluation rating developed by the Ohio Department of Transportation and Ohio Historic Preservation Office. Consideration was given to areas such as age, builder, number of spans, length, special features, history, integrity, surviving numbers, and preservation potential.

In many instances there is little information about individual structures. Often bridge plaques which may have contained information have been removed, or the county's records are not complete or have been destroyed. Due to the large numbers of similar structures there is often little to choose from in differentiating among individual bridges other than condition and the likelihood of preservation.

The purpose of the KDOT study and subsequent evaluation was to identify a representative selection of bridges of each class. Through this approach KDOT and KSHS hope to preserve for posterity some examples of each type.

The floods of 1903 and 1904 were expensive for Miami county and large sums of money were required to repair the damage. Among the numerous bridge replacements was one at the Asylum Crossing in Osawatomie. No less than ten companies submitted bids. Kansas City Bridge of Kansas City, Missouri was selected as the winner with a bid of \$4,800.

Commissioners had planned to remove the old spans and move one (120') to Pott's Ford in Paola township and one (50') to Courtney Ford on Sugar Creek in Sugar Creek township. This provoked a great deal of controversy as many other areas of the county felt they had a greater need for the structure. Valley township was a particularly adamant petitioner. The Valley township location, they claimed, would open a new section of the county to Osawatomie trade. The early growth of Osawatomie was hampered due to its location between two rivers and the need for necessary crossings. On their part, the commissioners were unsure what to do. Costs for moving the old structure were found to be more than initially thought. Moving it any great distance would be uneconomical. The controversy continued throughout the year. Local commissioner Archie Lee was unable to convince his two fellow commissioners to make a commitment for placing the bridge near Osawatomie and the Valley township location. A great deal of

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animosity existed between district three and the other two. Delays were chalked up to discrimination and politics.

Work on the new bridge was begun in October 1905. Once removed, there would only be the creamery crossing in the northeast part of town. Progress seemed painfully slow but by December 22, 1905 it was finished.

Controversy continued about the commissioners' names that were placed on the bridge plaque. The Osawatomie Graphic felt that of Captain Reuben Smith should be on it rather than Archie Lee because Smith was actually the commissioner in office when the appropriation was secured. It would have been a fitting monument. Officials in Paola countered that "when Osawatomie hasn't material troubles to make her sore, she takes on airy ones."

Little was reported about the controversy over locating the old bridge other than the north span was located a mile west and one-half mile south of Block.

9. Major Bibliographical References

- Victor C. Darnell, American Bridge Building Companies, Washington, DC: Society for Industrial Archeology Occasional Publication 4, 1984.
- David Weitzman, Traces of the Past: A Field Guide to Industrial Archeology, New York: Charles Scribner's Sons, 1980.
- James L. Cooper, Iron Monuments to Distant Posterity, DePauw University, F.H.W.A., Indiana Dept. of Highways, Indiana Dept. Natural Resources, N.P.S., 1987.
- Dan G. Deibler, A Survey and Photographic Inventory of Metal Truss Bridges in Virginia, Charlottesville: Virginia Highway & Transportation Research Council, 1975.
- "Locals," Osawatomie Graphic, November 18, 1904, p. 5.
- "County Commissioners," Miami Republican, November 18, 1904, p. 5.

☐ See continuation sheet

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☒ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository:
Kansas State Historical Society

10. Geographical Data

Acreage of property less than one acre

UTM References

A 15 329660 4263450
Zone Easting Northing

C

B
Zone Easting Northing

D

☐ See continuation sheet

Verbal Boundary Description

The nominated property is located on the NE 1/4, NE 1/4, NW 1/4, NE 1/4, section 11, township 18S, range 22E on a tract measuring 219' x 16.5' whose northeast corner is represented by the northeast corner of the bridge. Beginning at the northeast corner boundary proceeds 219 feet southwest, 16.5 feet northwest, 219 feet northeast, and 16 feet southeast to the point of beginning.

☐ See continuation sheet

Boundary Justification

The boundary includes only that area that is historically associated with the nominated property.

☐ See continuation sheet

11. Form Prepared By

name/title Larry Jochims

organization Kansas State Historical Society date September 20, 1989

street & number 120 W. 10th telephone (913) 296-3251

city or town Topeka state KS zip code 66612

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- "County Business," Miami Republican, December 23, 1904, p. 1.
"Fine Piece of Road," Miami Republican, December 23, 1904, p. 1.
"Locals," Osawatomie Graphic, December 30, 1904, p. 8.
"Locals," Osawatomie Graphic, March 23, 1905, p. 8.
"Locals," Osawatomie Graphic, April 20, 1905, p. 8.
"Locals," Osawatomie Graphic, April 13, 1905, p. 5.
"Bridge Proposition Popular," Osawatomie Graphic, April 6, 1905, p. 1.
"Council Meeting," Ibid, May 4, 1905, p. 4.
"Local," Ibid, May 18, 1905, p. 8.
"Osawatomie Gets It--In Neck," Osawatomie Graphic, June 29, 1905, p. 5.
"Local," Ibid, September 21, 1905, p. 5.
"In Neck Again," Ibid, August 10, 1905, p. 1.
"New Bridge At Last," Ibid, October 12, 1905, p. 1.
"Local," Miami Republican, October 13, 1905, p. 8.
"Local," Osawatomie Graphic, October 26, 1905, p. 5.
"Local," Osawatomie Graphic, November 2, 1905, p. 1.
"Not Just," Miami Republican, December 1, 1905, p. 1.
"Glad That's Done," Osawatomie Graphic, December 7, 1905, p. 1.
"Locals," Western Spirit, December 8, 1905, p. 4.
"It's a Good Bridge," Osawatomie Graphic, December 14, 1905, p. 1.
"Asylum Bridge Completed," Miami Republican, December 22, 1905, p. 4.
"Locals," Miami Republican, December 22, 1905, p. 5.
"About That Name on Bridge," Western Spirit, January 5, 1906, p. 1.



(LANE)
6900 / NW

Mapped, edited, and published by the Geological Survey
in cooperation with State of Kansas agencies
Control by USGS and USC&GS

Topography from aerial photographs by Kelsh plotter
Aerial photographs taken 1947-1948. Field check 1957

Polyconic projection. 1927 North American datum
10,000-foot grid based on Kansas coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue

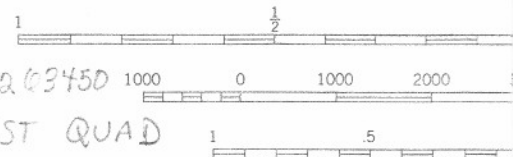
Red tint indicates areas in which only
landmark buildings are shown

Revisions shown in purple compiled from aerial photographs
taken 1972. This information not field checked.

Ardum Bridge
Paola West, Kansas



UTM GRID AND 1973 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET



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AND STATE GEOLOGICAL SI